

SAN FRANCISCO PLANNING DEPARTMENT

GOLDEN GATE PARK CONCOURSE AUTHORITY
PROJECTS

DRAFT INITIAL STUDY

May 18, 2002

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SAN FRANCISCO PLANNING DEPARTMENT

GOLDEN GATE PARK CONCOURSE AUTHORITY
PROJECTS

DRAFT INITIAL STUDY

May 18, 2002

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PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street, Suite 500 San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
FAX: 558-6426

CURRENT PLANNING/ZONING
FAX: 558-6409

LONG RANGE PLANNING
FAX: 558-6426

May 18, 2002

TO: Responsible Agencies, Trustee Agencies, and Interested Parties

FROM: Paul E. Maltzer, Environmental Review Officer

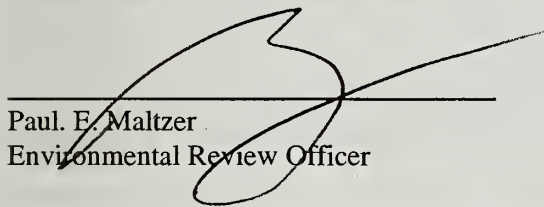
RE: Notice of Preparation of a Draft Environmental Impact Report

The City and County of San Francisco Planning Department is the Lead Agency and will prepare an Environmental Impact Report for the following project:

The Notice of Preparation of a Draft Environmental Impact Report (EIR) and Notice that an EIR is Determined to be Required for the above-referenced project are being sent to you because you have expressed an interest in the proposed project, or because you have been identified by the Planning Department as potentially having an interest in the project. Notice of publication of these documents will be printed in a newspaper of general circulation on the day following the day that these notices were mailed to you. As stated in the enclosed Notices, the Planning Department has determined that pursuant to the California Environmental Quality Act (CEQA) an EIR must be prepared prior to any final decision regarding the project.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project.

Written comments on the scope of the EIR will be accepted until the close of business on June 7, 2002. Written comments should be sent to: Paul E. Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Ste. 500, San Francisco, CA 94103. Please include the name of a contact person in your agency. Thank you.


Paul E. Maltzer
Environmental Review Officer

May 18, 2002
Date

DOCUMENTS DEPT.

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**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT (EIR)
IS DETERMINED TO BE REQUIRED**

Date of this Notice: May 18, 2002

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street - 5th Floor, San Francisco, CA 94103-2414

Agency Contact Person: Joy Navarrete **Telephone:** (415) 558-5975

Project Title: 2001.911E - Golden Gate Park Concourse Authority Projects

Project Sponsor: Golden Gate Park Concourse Authority, City and County of San Francisco Recreation and Park Department

Project Contact Person: Mike Ellzey, CEO, (415) 831-2085

Project Address: Tea Garden Drive **Assessor's Block(s) and Lot(s):** 1700/001

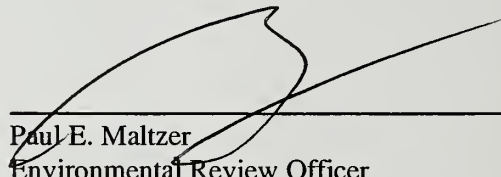
City and County: San Francisco

Project Description: The site is between the California Academy of Sciences and the M.H. de Young Museum in Golden Gate Park, known as the Music Concourse area. In 1998, voters of San Francisco approved Proposition J, Golden Gate Park Revitalization Act, to improve the landscape and pedestrian environment of the Music Concourse area. The proposed project would include an underground parking facility of 800 to 1,000 spaces at the Music Concourse, surface improvements, and transportation improvements in the Concourse area and throughout Golden Gate Park, as described in Proposition J. Proposition J requires removal of surface parking spaces from the Music Concourse area, and in locations throughout the Park, equivalent to the number of spaces provided in the new underground parking facility, upon completion of the parking facility. In addition to the underground parking facility, the Transportation Implementation Plan includes the following elements: intra-park shuttle, cultural shuttle, traffic calming measures, parking management, bicycle and pedestrian improvements, road closures, and MUNI service improvements. The project site is within the P (Public Use) zoning district and within an OS (Open Space) Height and Bulk District, Assessor's Block 1700, Lot 1.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal to the Planning Commission of this Determination that an EIR is required:
June 7, 2002 at 5:00 p.m.

An appeal requires: 1) a letter specifying the grounds for the appeal; and
2) a \$209.00 filing fee.


Paul E. Maltzer
Environmental Review Officer
Planning Department

GOLDEN GATE PARK CONCOURSE AUTHORITY PROJECTS
DRAFT INITIAL STUDY
Case No. 2001.911E

I. PROJECT DESCRIPTION

In 1998, voters of San Francisco approved Proposition J, the Golden Gate Park Revitalization Act, to improve the landscape and pedestrian environment of the Music Concourse area and construct an underground parking facility with dedicated access routes from outside Golden Gate Park in or about the Concourse area. The proposed project would include an underground parking facility at the Music Concourse, surface improvements, and transportation improvements in the Concourse area and throughout Golden Gate Park, as described in Proposition J. Proposition J requires removal of surface parking spaces from the Concourse area, and in locations throughout the Park, equivalent to the number of spaces provided in the new underground parking facility upon completion of the parking facility.

Proposition J authorized and directed the creation of the Golden Gate Park Concourse Authority (GGPCA), a non-profit public benefit corporation, to “(1) create a pedestrian oasis in the Music Concourse area of Golden Gate Park, situated between the de Young Museum and the Academy of Science (the ‘Concourse’) and (2) take steps to reduce the impacts of automobiles in the Park while still providing long-term assurance of safe, reliable and convenient access for visitors to the Park, including its cultural institutions.” Section 8 of Proposition J calls for the development and completion of a feasibility study and implementation plan to include: “an intra-Park shuttle system for all attractions within Golden Gate Park; access to the Park road system from the northern side of the Park; traffic ‘calming’ measures to mitigate ‘highway’-type traffic patterns, including, without limitation, consideration of cul-de-sacs and other roadway improvements; time-limited parking throughout the Park on weekdays to discourage non-Park commuter use; a ‘cultural shuttle’ carrying visitors from major downtown and transit locations to and from the Park; bicycle and skating lanes and paths within the Park; road closures within the Park in accordance with the Golden Gate Park Master Plan (adopted pursuant to Section 10 of this ordinance [Proposition J]); expanded use of the nearby hospital garages via shuttle for overflow use; Municipal Railway (MUNI) service improvements; and traffic, roadway, landscaping, and other infrastructure improvements to facilitate transition to a Golden Gate Park where the automobile is increasingly less visible.” The “Transportation Implementation Plan (TIP)” to be implemented in Golden Gate Park under Proposition J in conjunction with the construction of an 800- to 1,000-space parking facility, as described below, was completed in September 2001.

Thus, in addition to the underground parking facility, the TIP includes the following elements:

- Intra-Park Shuttle
- Cultural Shuttle
- Traffic Calming
- Parking Management
- Bicycle and Pedestrian Improvements
- Road Closures
- MUNI Service Improvements

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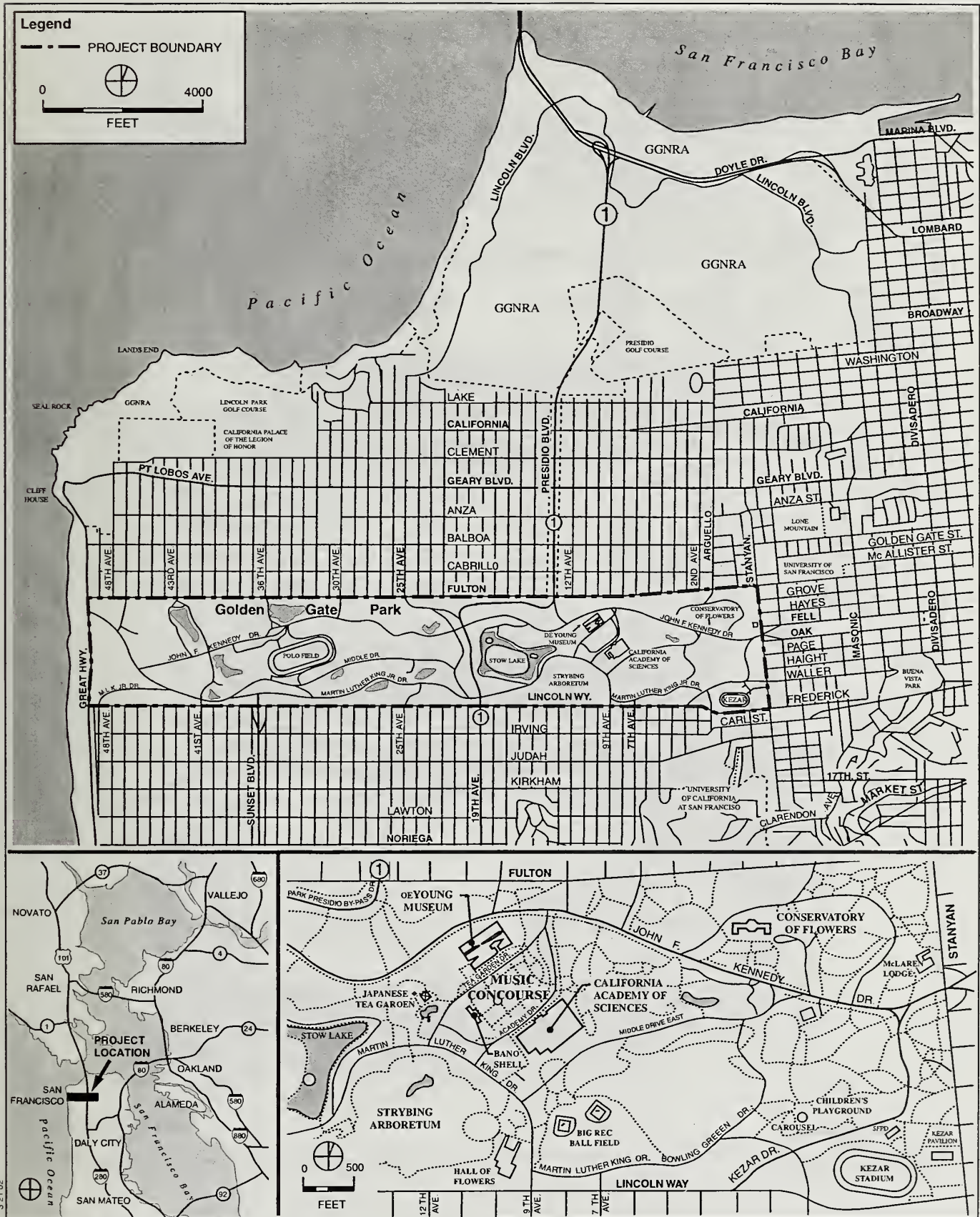
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As described below, some elements of the TIP were examined and approved under the Golden Gate Park Master Plan and the Golden Gate Park Master Plan EIR and those do not require further environmental review as part of the Golden Gate Park Concourse Authority Projects.

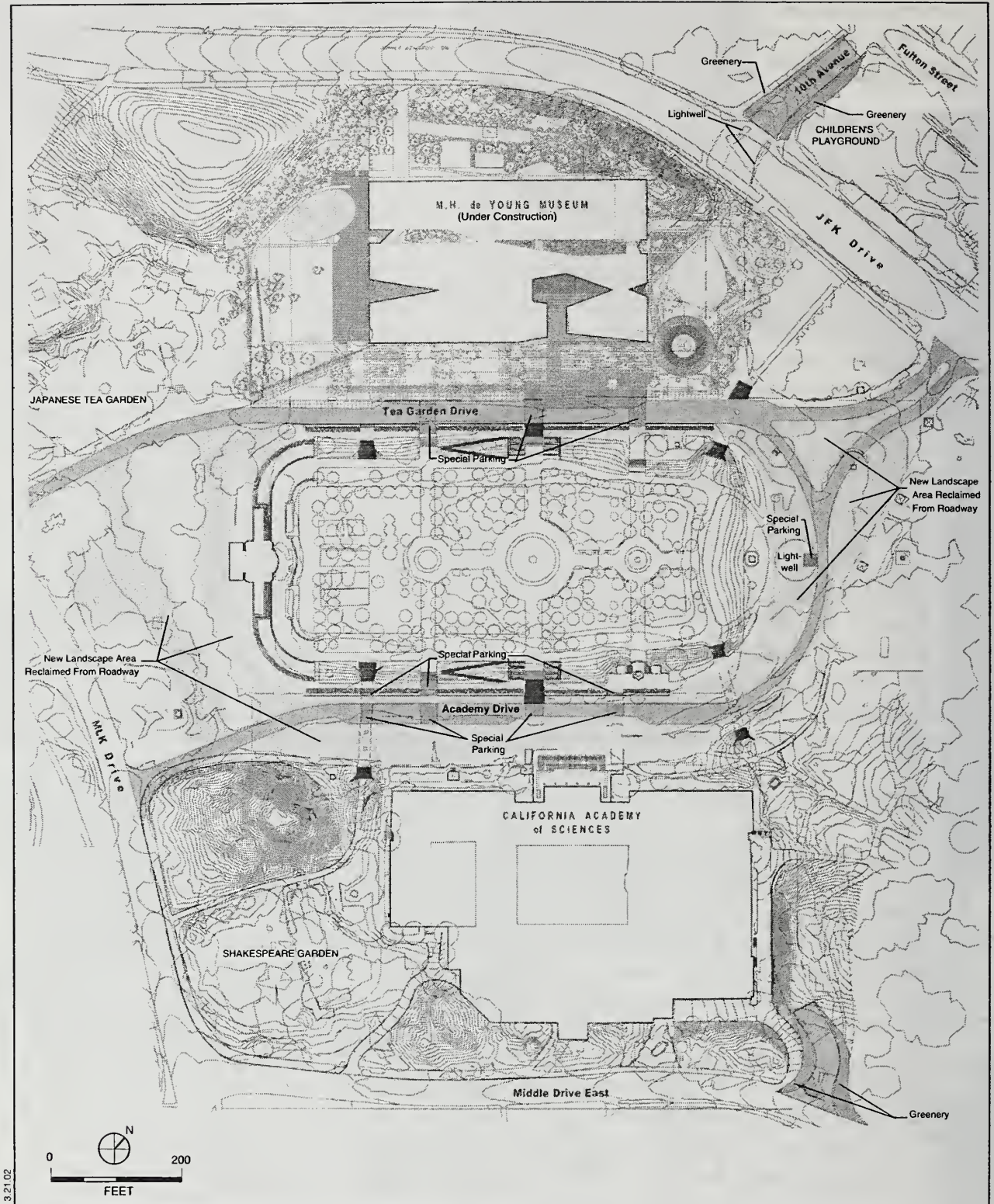
Music Concourse Underground Parking Facility

The underground parking facility would be constructed beneath existing surface paved parking and roadway areas in the Music Concourse area of Golden Gate Park, beneath Tea Garden Drive and Academy Drive (see Figures 1 and 2). The project site is within Lot 1 of Assessor's Block 1700, which includes all of the approximately 1,017-acre park. Roadways serving the Concourse area include Middle Drive East to the southeast, Martin Luther King, Jr. Drive to the southwest, and John F. Kennedy Drive to the north. Currently, the Concourse area includes approximately 200 surface parking spaces. The Music Concourse also includes open space characterized by regularly spaced trees, seating, and other landscape features in the Concourse "bowl" (approximately 10 feet below the grade of Tea Garden Drive and Academy Drive) in a formal, symmetrical plan. The M.H. de Young Memorial Museum (approved for re-construction) and the Hagiwara Japanese Tea Garden are immediately north and northwest of the Music Concourse, respectively. The Spreckels Temple of Music (Band Shell) is at the west end of the Music Concourse. The California Academy of Sciences is south of the Music Concourse. The Shakespeare Garden is southwest of the Academy of Sciences. Forest areas of cypress, pine and eucalyptus trees surround the Music Concourse east of the Music Concourse "bowl," northeast of the Japanese Tea Garden, north of the de Young Museum, and west and east of the Academy of Sciences. These wooded areas and other landscape elements, such as the Rhododendron Dell and plantings behind the de Young Museum, the Academy of Sciences and the Band Shell, seclude the Music Concourse and institutions from other areas of the Park. Three historic pedestrian tunnels, near the northeast, southeast and southwest corners of the Music Concourse bowl, extend under the surface roadways, Tea Garden and Academy Drives, and connect to paved pathways outside the Concourse area.

The underground parking facility, as proposed, would accommodate about 800 cars, configured in two, two-level structures; one beneath Tea Garden Drive between the de Young Museum and the Music Concourse and the second beneath Academy Drive between the California Academy of Sciences and the Music Concourse (see Figures 3 and 4). The two structures would be connected by an underground vehicle tunnel at the east end of the Music Concourse. A ramp at Tenth Avenue and Fulton Street, beginning outside the Park, would provide an entrance and exit for the parking facility. The proposed project would have a second entry/exit ramp at Middle Drive East near the California Academy of Sciences or, alternatively, an entry ramp on Academy Drive. The total footprint of the parking facility would be approximately 290,000 square feet (sq. ft.), including the transit center/bus parking area and the access tunnels. Each portion of the parking facility would be approximately 114 feet wide; the northern portion, near the de Young Museum, would be approximately 650 feet long and the southern portion, near the Academy of Sciences, would be approximately 710 feet long. The northern portion would accommodate approximately 380 spaces, including 15 ADA accessible spaces. Approximately 420 parking spaces, including 18 ADA accessible spaces, would be in the southern portion of the parking facility. A total of 46 bicycle parking spaces

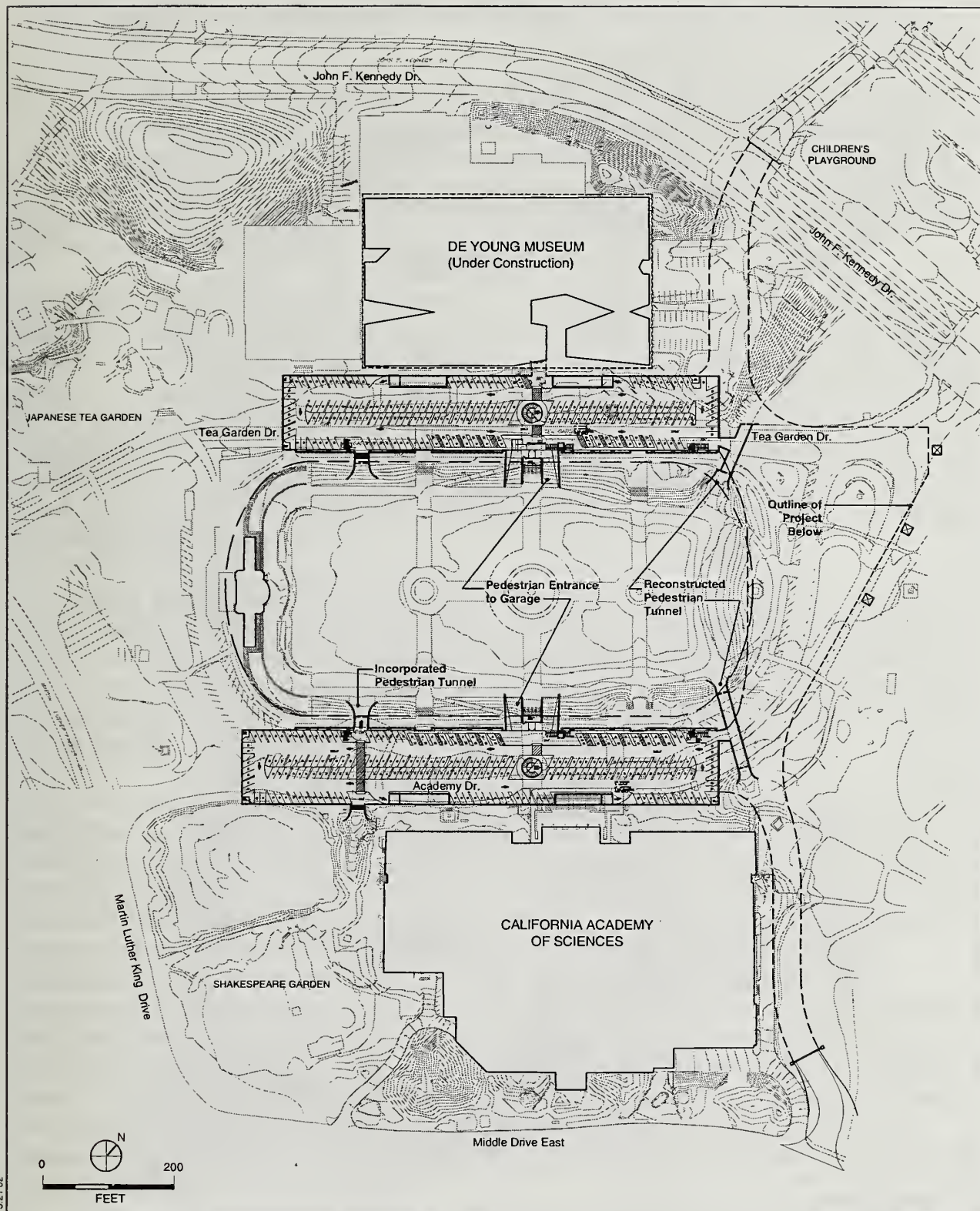


GOLDEN GATE PARK CONCOURSE AUTHORITY PROJECTS
FIGURE 1: PROJECT LOCATION



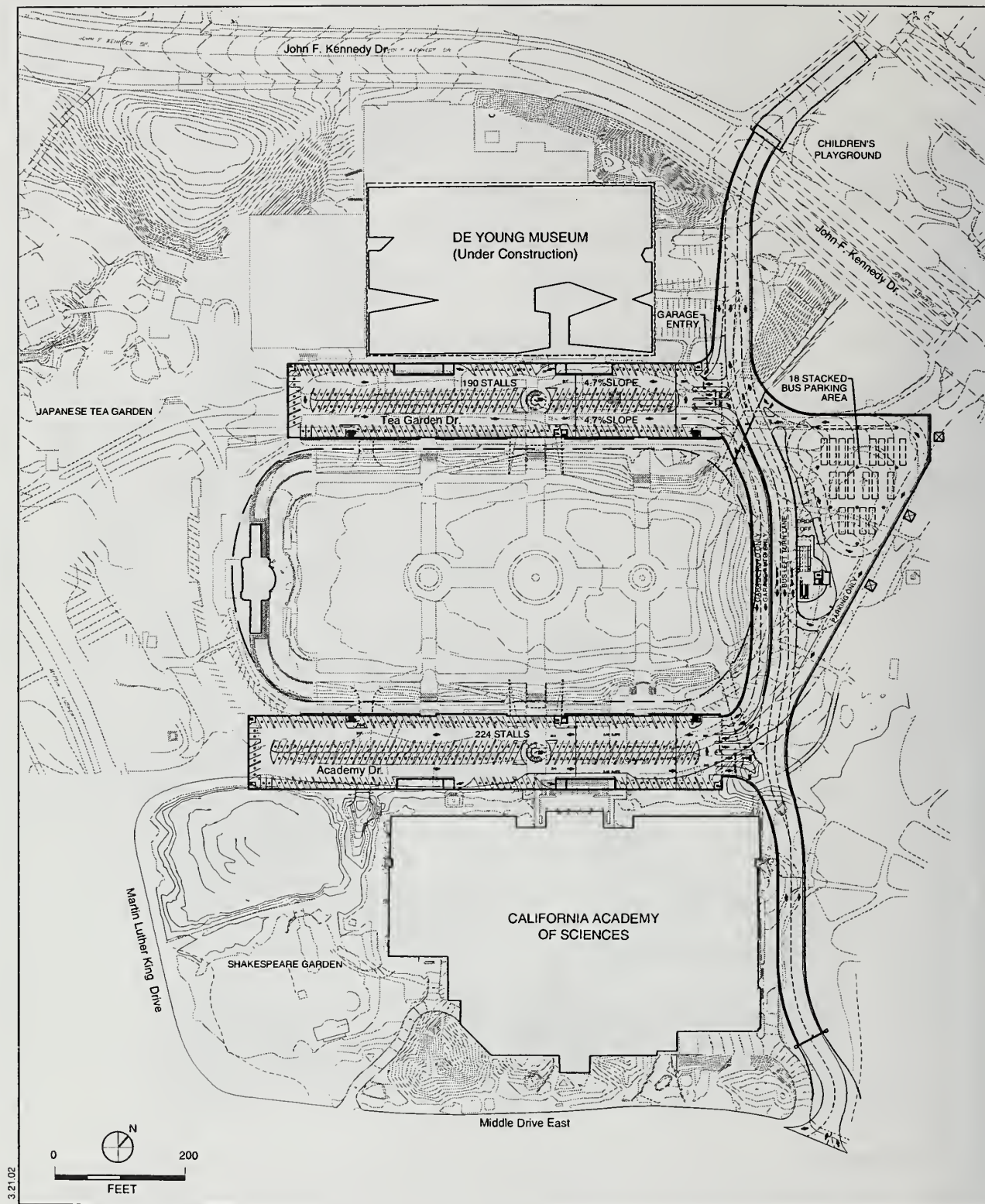
SOURCE: Gordon H. Chong & Partners

**GOLDEN GATE PARK CONCOURSE AUTHORITY PROJECTS
FIGURE 2: PROPOSED MUSIC CONCOURSE SITE PLAN**



SOURCE: Gordon H. Chong & Partners

GOLDEN GATE PARK CONCOURSE AUTHORITY PROJECTS
FIGURE 3: UPPER LEVEL PARKING PLAN



SOURCE: Gordon H. Chong & Partners

GOLDEN GATE PARK CONCOURSE AUTHORITY PROJECTS
FIGURE 4: LOWER LEVEL PARKING PLAN

would be provided in the parking facility on the upper levels of each portion adjacent to pedestrian access points.

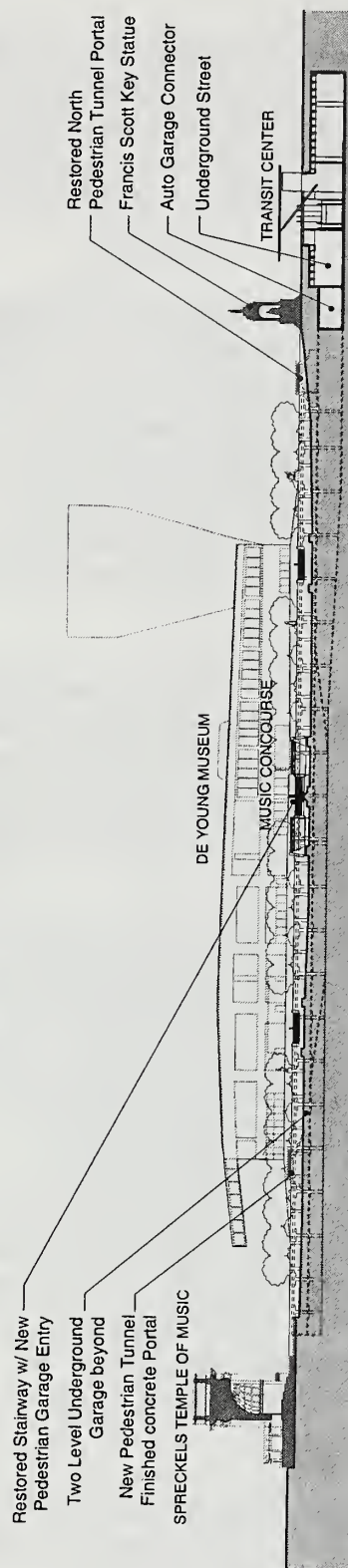
The project would include the reconstruction and restoration of the two easterly pedestrian tunnels and portals in their current location separate from the parking facility (see Figures 2 and 5). The tunnels would be updated to meet current structural codes. With parking facility access at the lower level, vehicle tunnels would pass beneath the pedestrian tunnels. The west pedestrian tunnel beneath Academy Drive would be reconstructed with restored portals, with pedestrian circulation through the upper level of the parking facility.

Pedestrian circulation for the parking facility would include walkways and ramps connecting the upper parking level with the lower Concourse level or "bowl" (see Figures 5 and 6); these walkways would enter the Concourse bowl from existing pedestrian tunnel locations as well as from new access to the Concourse bowl at the northwest corner of the Concourse, across from the southwest pedestrian tunnel, and adjacent to existing stairways at the north and south of the Concourse bowl near its midpoint. Circulation within the parking facility would include stairs and elevators connecting the lower and upper parking levels but not penetrating the upper Concourse level. New ADA accessible ramps and reconstructed stairs would connect the bowl to the upper Concourse level.

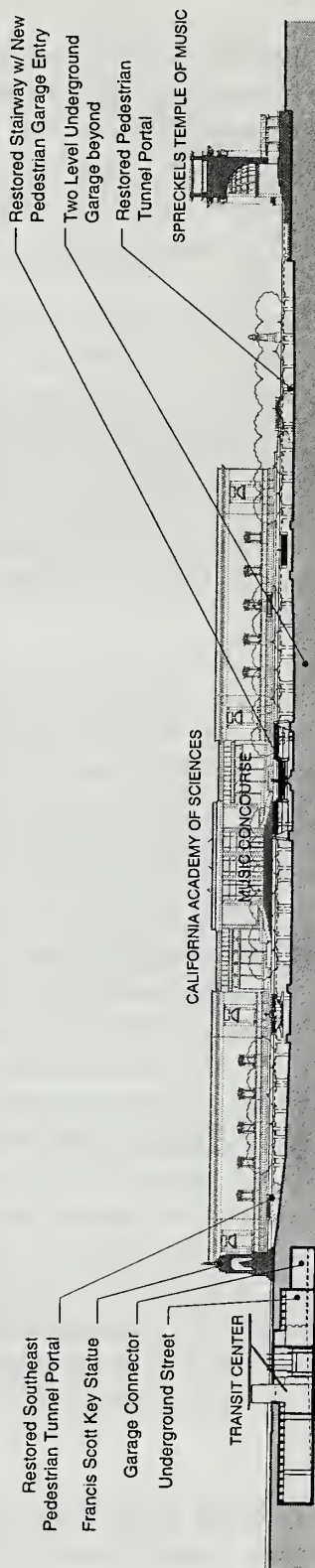
The parking facility would include a ventilation system to supply fresh air along one side of the garage with a continuous outlet slot along the opposite side. The vent slots would be at the edges of the structure along Tea Garden and Academy Drives. The ventilation slots would avoid a requirement to construct 10-foot vertical shafts in the Music Concourse surface area to ventilate the structure, and would also provide an opportunity to bring natural light into the garage interior.

With the intent to reduce traffic in the Concourse area, the project sponsor, at the request of the Sierra Club, has proposed an underground street connecting Fulton Street to Middle Drive East, which would allow for through traffic to be restricted or eliminated from Tea Garden Drive and Academy Drive. The proposed underground roadway would ramp down at Tenth Avenue at Fulton Street (as with the proposed project) under John F. Kennedy Drive and would extend beneath the east end of the Concourse and alongside the east side of the California Academy of Sciences, where it would ramp up to Middle Drive East. This underground street would also provide access into the parking structure from Tenth Avenue and from Middle Drive East and would therefore eliminate the need for the secondary auto entry ramp into the parking structure at the west end of Academy Drive. The underground street is currently an un-funded public enhancement to the project. If the underground street and connector to Middle Drive East were not constructed, a secondary auto entry to the parking facility would be from Martin Luther King, Jr. Drive via a ramp down at the west end of Academy Drive.

The proposed underground parking facility would provide a separate underground parking area for tour buses and school buses, which currently park behind the Spreckels Temple of Music and along Academy and Tea Garden Drives. The underground street described above, would have a posted speed limit of 15 mph. The proposed bus parking area would be beneath the



A. SECTION LOOKING NORTH

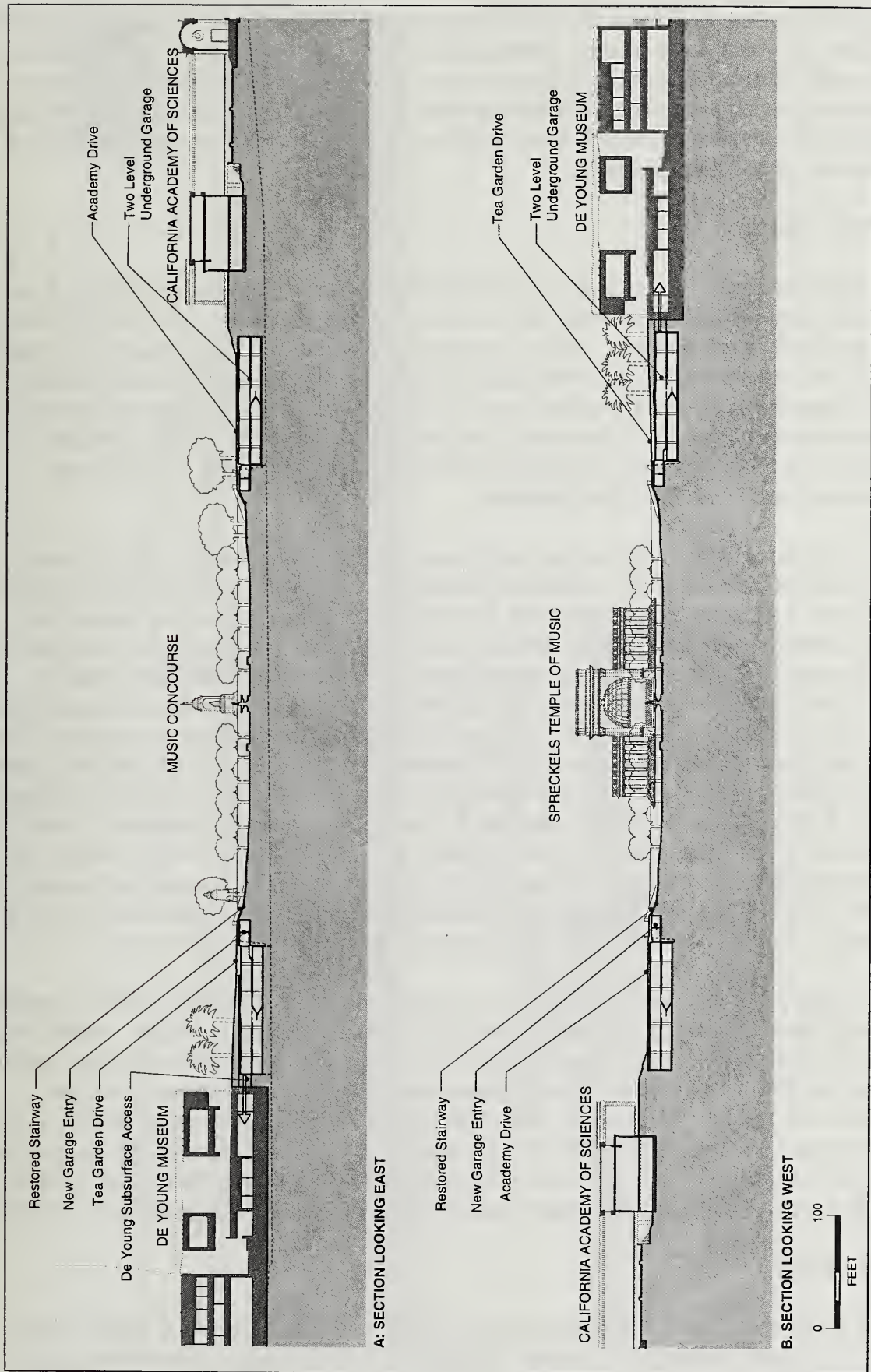


B. SECTION LOOKING SOUTH



SOURCE: Gordon H. Chong & Partners

GOLDEN GATE PARK CONCOURSE AUTHORITY PROJECTS
FIGURE 5: SITE SECTIONS THROUGH CONCOURSE



SOURCE: Gordon H. Chong & Partners

GOLDEN GATE PARK CONCOURSE AUTHORITY PROJECTS
FIGURE 6: SITE SECTIONS THROUGH CONCOURSE

area to the east of the Concourse and would be accessible from either Tenth Avenue or Middle Drive East and would accommodate approximately 18 buses (see Figures 7 and 8). The bus facility would include bus parking and a passenger drop-off and pickup facility with direct access to the Concourse surface. The underground bus facility is currently an un-funded public enhancement to the project. MUNI would continue to provide transit service to the surface of the Concourse (44-O'Shaughnessy).

Intra-Park Shuttle

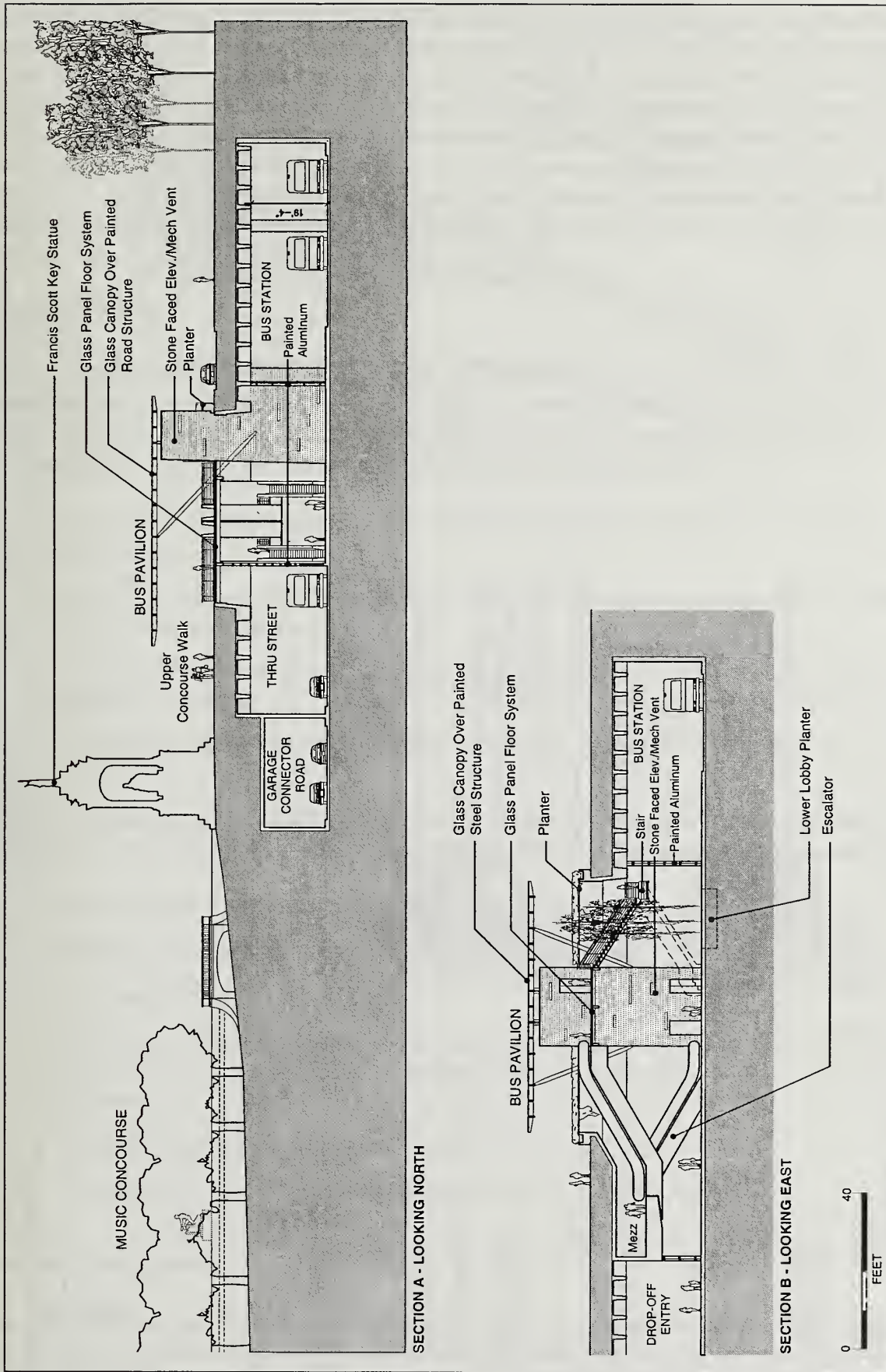
The Golden Gate Park Concourse Authority (GGPCA) introduced the Intra-Park Shuttle as a three-month pilot program to provide free transportation to visitors to Golden Gate Park on Saturdays, Sundays and holidays. Phase 1 of the pilot program ran from August 18 to October 28, 2001, to allow the GGPCA to evaluate the effectiveness of the program through rider surveys. Approximately 5,200 persons used the shuttle during Phase 1 of the pilot program. The information gathered from the surveys was integrated into a final recommendation presented to the City at the end of the 2001 pilot program, on November 7, 2001, with recommendations for the 2002 pilot program.

Phase 1 of the Intra-Park Shuttle service used small buses with the capacity to carry up to approximately 30 passengers in August and September of 2001 and used motorized cable car vehicles, which were easily distinguishable from tour buses. The shuttle was operated at 20-minute intervals on weekends and holidays from 10:00 a.m. to 6:00 p.m and was free of charge to passengers. The Intra-Park Shuttle served 21 stop locations including Sharon Meadow, the Conservatory of Flowers, the California Academy of Sciences, the Japanese Tea Garden, Stow Lake, the Rose Garden, the Beach Chalet, and the Strybing Arboretum. Phase 1 of the Intra-Park Shuttle route served MUNI connections on Lincoln Street, between Fourth and Fifth Avenues. Shuttle service also included connections to the UCSF Garage at Second Avenue and Irving Street (to connect with the N-Judah lines); at 19th Avenue and Lincoln Way (to connect with the 16X-Noriega, 28-19th Avenue, 29-Sunset, and 71-Haight/Noriega); at 36th Avenue and Fulton Street (to connect with the 5-Fulton); at 48th Avenue and Lincoln Way (to connect with the N-Judah and the 18-46th Avenue); and at Ninth Avenue and Lincoln Way (to connect to the 16X-Noriega, 44-O'Shaughnessy, and the 71-Haight/Noriega).

The 2002 pilot program (Phase 2), which will operate from May to October, 2002, is intended to increase ridership and visibility and to identify further service improvements. Phase 2 will continue to serve the 21 stop locations (and MUNI connections) with ADA accessible mid-sized buses and will extend the route to Stanyan Street near Haight Street to connect with the 6-Parnassus, 33-Stanyan, 43-Masonic, and 71-Haight/Noriega MUNI bus lines in 2002. The Intra-Park Shuttle is part of the GGPCA Projects and was addressed but not fully analyzed in the Golden Gate Park Master Plan. As a pilot program, the Intra-Park Shuttle was found to be exempt from environmental review under the California Environmental Quality Act (CEQA).

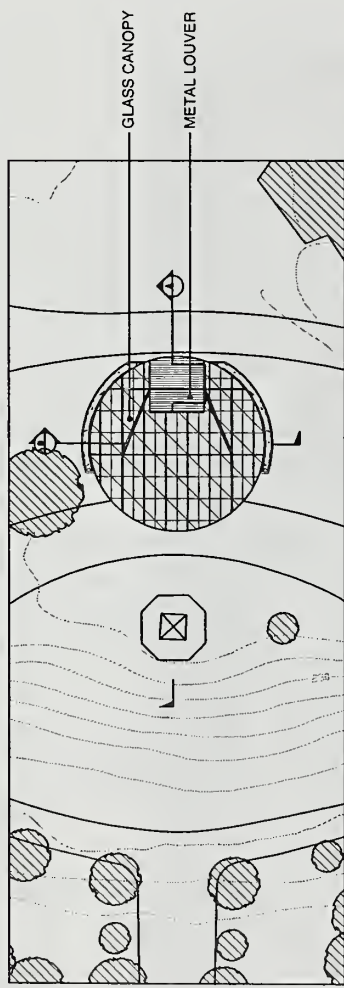
Cultural Shuttle

Based on the determination of a feasibility study and the TIP, the proposed Cultural Shuttle route would operate two-way at 15-minute intervals on weekends and holidays providing

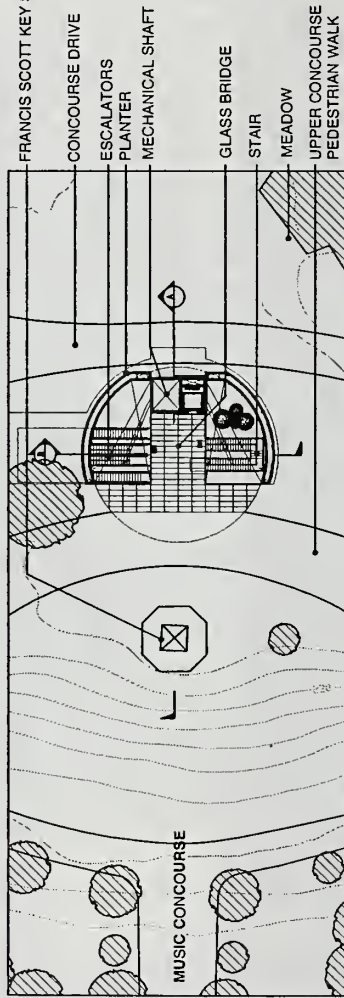


SOURCE: Gordon H. Chong & Partners

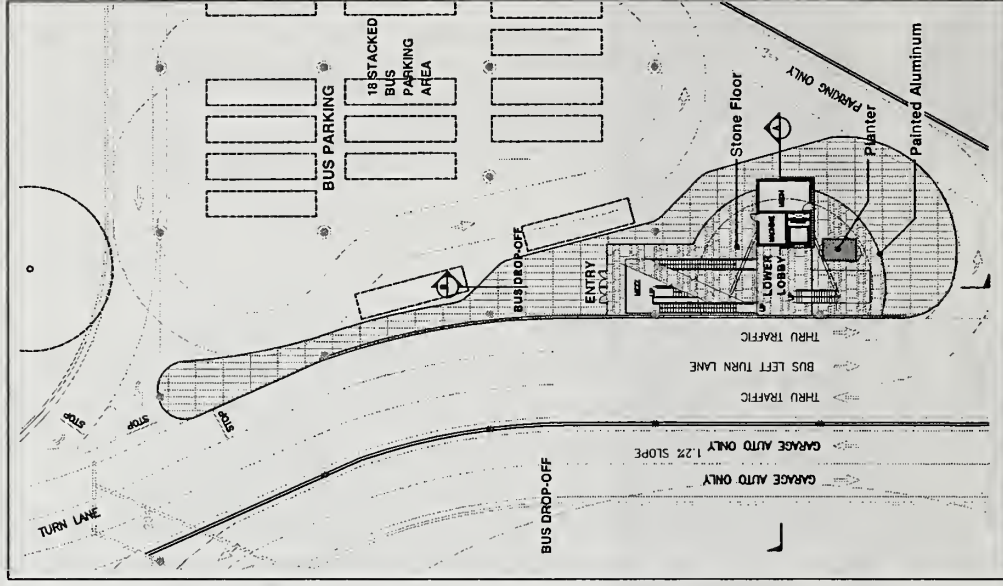
GOLDEN GATE PARK CONCOURSE AUTHORITY PROJECTS
FIGURE 7: SITE SECTIONS AT TRANSIT CENTER



ROOF PLAN



MUSIC CONCOURSE
CONCOURSE LEVEL PLAN



BUS DROP-OFF LEVEL PLAN



SOURCE: Gordon H. Chong & Partners

GOLDEN GATE PARK CONCOURSE AUTHORITY PROJECTS
FIGURE 8: TRANSIT CENTER PLAN

connections to Golden Gate Park from the following potential transit hubs: Caltrain, Ferry Building, BART/16th Street Station, F-Line at Market, Transbay Terminal, and N Judah at Ninth Avenue. Other potential connecting points include The Presidio, Marina Green, Golden Gate Bridge, Fisherman's Wharf, North Beach, Chinatown, Market Street, Embarcadero, and PacBell Park. The shuttle would use zero-emission vehicles with approximately 20- to 35-passenger capacity. Preliminary routes, stops and operating/maintenance planning is currently underway. A schedule for launching Cultural Shuttle operation is yet to be determined. The Cultural Shuttle is part of the GGPCA Projects and was not analyzed in the Golden Gate Park Master Plan.

Traffic Calming

The conceptual design for traffic calming as part of the Proposition J projects is being developed for narrowed travel lanes and shared-use roadways in Golden Gate Park. The plan would also incorporate improvements identified in the Golden Gate Park Master Plan. Proposed traffic calming measures under Proposition J would include:

- Re-striping of Martin Luther King, Jr. Drive to enhance visibility at crosswalks and bicycle lanes.
- Traffic calming on Academy Drive in conjunction with Music Concourse area surface improvements (to be developed).
- Traffic calming on Middle Drive East in conjunction with the Concourse Parking Facility, as needed.
- Testing and installation of changeable speed signs along John F. Kennedy Drive.

Traffic calming measures identified in the Golden Gate Park Master Plan and analyzed in the Golden Gate Park Master Plan EIR that may be implemented as part of that plan include:

- John F. Kennedy/Stanyan/Kezar entry improvements/traffic calming.
- Landscape Extensions on eastern John F. Kennedy Drive.
- Tea Garden Drive Traffic Calming.
- Intersection paving reductions at the following locations: Stow Lake Drive at John F. Kennedy Drive; Haight Street at Stanyan Street; Martin Luther King, Jr. and Great Highway.
- Stanyan/Fulton intersection improvements.
- Conversion of 30th Avenue to a one-way entrance into the Park.

Parking Management

The Golden Gate Park Master Plan encourages transit use, provides incentives for visitors to the Park to use transit or rideshare, and discourages commuter parking by identifying areas for time-limited parking. The GGPCA Projects would implement improvements identified in the

Golden Gate Park Master Plan including time-limited parking and phased parking removal. Parking management measures that would be part of the GGPCA Projects would include:

- Elimination of 800 surface parking spaces in Golden Gate Park including about 200 spaces in the Music Concourse area, as required by Proposition J.

Parking Management measures identified in the Golden Gate Park Master Plan and analyzed in the Golden Gate Park Master Plan EIR that will be implemented as part of the GGPCA Projects include:

- Establishing three to four parking time limits in the East Park on Conservatory Drive, Bowling Green Drive, Kezar Drive, and portions of John F. Kennedy Drive and Martin Luther King, Jr. Drive. This measure has been approved by the Recreation and Park Commission, and will be implemented in 2002.
- Parking removal in association with other measures, e.g. road closures and traffic calming. Approximately 100 on-street spaces would be removed at the following locations: Middle Drive West - approximately 40 spaces; Waller Street - approximately 40 spaces; 7th Avenue - approximately 15 spaces; and 47th Avenue - approximately 5 spaces.

Bicycle/Pedestrian Improvements

The Golden Gate Park Master Plan and the San Francisco Bicycle Plan (1997) provide implementation recommendations for bicycle and skating routes, lanes, paths and trails within Golden Gate Park. The conceptual design is being developed for a dedicated bike lane along John F. Kennedy Drive and improvements to existing paths. The GGPCA would work with the Recreation and Park Department to make pedestrian safety improvements. Bicycle, skating and pedestrian improvement measures under Proposition J include:

- Installation of new fluorescent-paint pedestrian crossing signs and ladder markings at approximately 100 crosswalks, to improve pedestrian safety throughout the Park.
- Elimination of vehicle parking on selected Park roadways, to be determined, to provide more right-of-way for bicycles.

Bicycle/Pedestrian Improvements identified in the Golden Gate Park Master Plan and analyzed in the Golden Gate Park Master Plan EIR that will be implemented as part of the Golden Gate Park Concourse Authority Projects include:

- Provision for bicycle parking at all major attractions.
- Multi-Use Path Improvements - along the Great Highway, in the central western portion of the Park, and along Kezar Drive.

Road Closures

In accordance with the Golden Gate Park Master Plan, the Recreation and Park Department and Commission will identify and implement road closures in Golden Gate Park. The Golden Gate Park Concourse Authority (GGPCA) will work with the Department of Recreation and Parks on the design of the road closures. Road closures identified in the Golden Gate Park Master Plan and analyzed in the Golden Gate Park Master Plan EIR that may be implemented by the Recreation and Park Department in coordination with the GGPCA Projects include:

- Arguello Boulevard - northern segment of the block between Kezar Drive and Lincoln Way.
- Conservatory Drive East - between Arguello Boulevard and John F. Kennedy Drive.
- Middle Drive West - middle segment between Martin Luther King, Jr. Drive and Transverse Drive (implemented).
- Music Concourse Roadway - segment behind the Band Shell.
- South Fork Drive - between John F. Kennedy Drive and Martin Luther King, Jr. Drive.
- Waller Street - between Kezar Drive and Stanyan Street.
- Seventh Avenue entry - between Martin Luther King, Jr. Drive and Lincoln Way.
- 47th Avenue - segment just north of John F. Kennedy Drive near the Golden Gate Park Golf Course.

MUNI Service Improvements

The Golden Gate Park Concourse Authority (GGPCA) would work cooperatively with the San Francisco Municipal Railway (MUNI) to enhance and market transit routes to Golden Gate Park. Planned MUNI improvements include:

- Use of new destination signage on the 44-O'Shaughnessy bus line to identify Golden Gate Park as a destination on this route.

OTHER CONCOURSE AREA PROJECTS

The approved New de Young Museum project and the proposed California Academy of Sciences renovation project are not part of Proposition J, and are proceeding independently of the GGPCA Projects. However, coordination among the GGPCA, the de Young Museum, the Academy of Sciences, the Strybing Arboretum, the Recreation and Park Department and Commission, and other trustee and responsible agencies would occur during the implementation of the Proposition J Projects to meet the goals and charge of the GGPCA and the Golden Gate Park Master Plan.

In addition, the Board of Supervisors is currently considering legislation to implement a partial closure of John F. Kennedy Drive on Saturdays. This proposal is not part of the Concourse Authority projects.

PROJECT SCHEDULE

The proposed underground parking facility would be completed in three phases to coordinate with construction schedules for the adjacent institutions, the New de Young Museum and the California Academy of Sciences (see Figure 9). Currently, the New de Young Museum is scheduled to open in mid-2005. Renovation of the Academy of Sciences is assumed to be completed in late 2007. As such, Phase 1 would include construction of the northern portion of the garage, nearest the New de Young Museum, with access from Tenth Avenue via a tunnel under John F. Kennedy Drive. Phase 1 would allow temporary two-way traffic to continue through the Concourse along Academy Drive. The parking structure adjacent to the Academy of Sciences would be constructed in Phase 2, after the de Young parking section is completed. A third phase would include the public transportation elements, underground street, and bus parking to be constructed concurrently with the Academy section of the garage (Phase 2). Phase 3 is currently an un-funded public traffic enhancement to the Project. For transportation and parking and other key EIR topics, the EIR will present project impacts by phase.

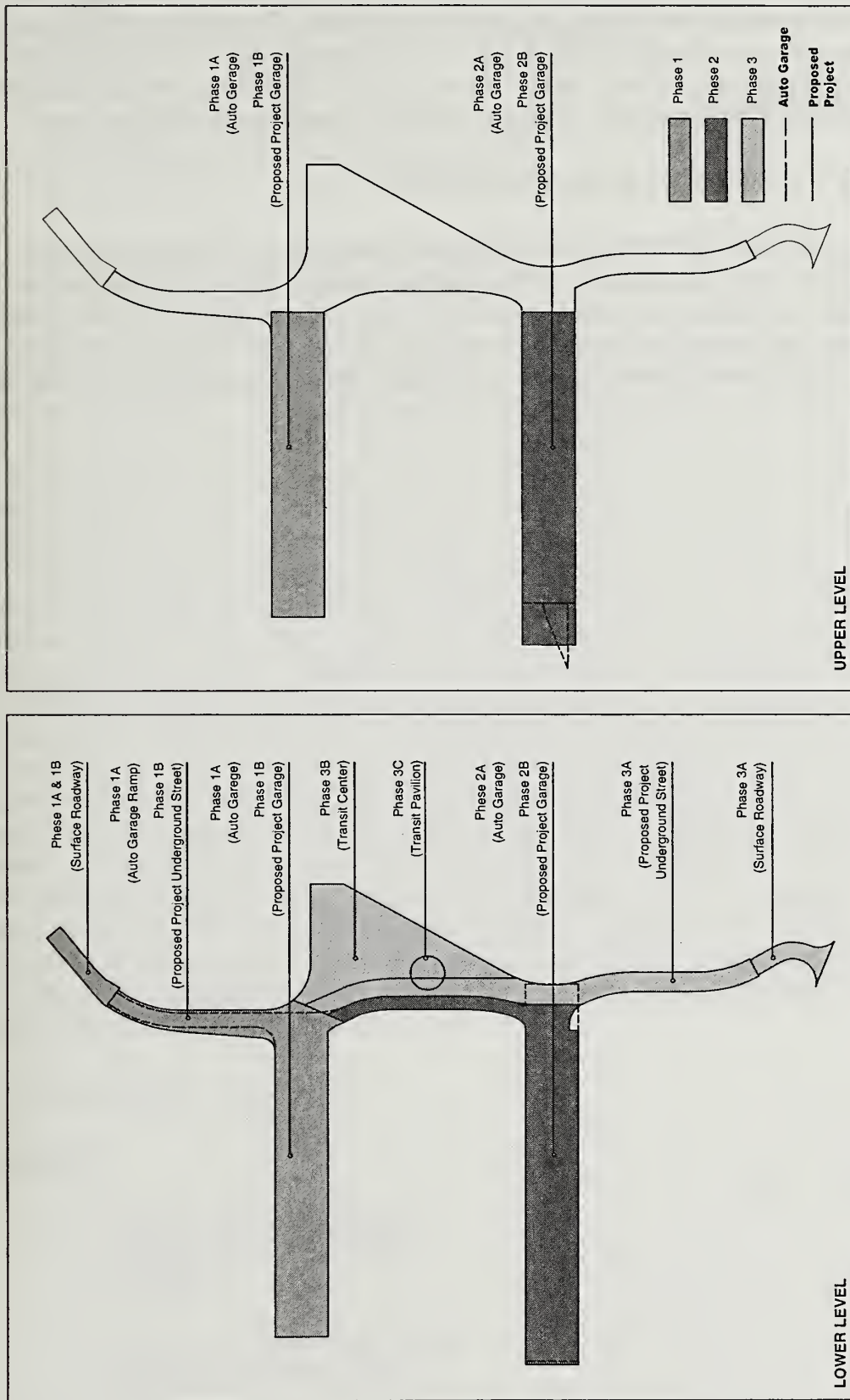
Many of the Proposition J elements are in preliminary phases and will not be implemented until a later date. The Intra-Park Shuttle completed its first pilot season and the second pilot season began May 4, 2002; it will operate on weekends and holidays through October 2002. Parking management measures began in April 2002, traffic calming measures are anticipated to occur from Summer to Fall 2002, and bicycle and pedestrian improvements, as well as road closures, are anticipated to occur in Summer 2003. Transit improvements, which will provide future service to Golden Gate Park, are being developed independently by MUNI. The start date for the Cultural Shuttle is to be determined; preliminary design of routes, stops, and operating/maintenance plans for this service are currently underway.

The Project Site is within a P (Public Use) zoning district, and within an OS (Open Space) Height and Bulk district. Permitted uses in a P zoning district include public structures of the city and other governmental agencies when in conformity with the *San Francisco General Plan*. Approvals for various aspects of the project may be required from the Board of Supervisors, the Planning Commission, the Recreation and Park Commission and the Zoning Administrator. There are no specific height and bulk limits in the OS height and bulk district. Height and bulk of buildings and structures are determined in accordance with the objectives and policies of the *San Francisco General Plan*.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

This Initial Study examines the Golden Gate Park Concourse Authority Projects to identify potential effects on the environment. On the basis of this study, project-specific effects that



3 21 02

SOURCE: Gordon H. Chong & Partners

GOLDEN GATE PARK CONCOURSE AUTHORITY PROJECTS
FIGURE 9: PHASING PLAN

have been determined to be potentially significant relate to visual quality, transportation and parking, noise, air quality and climate, and historic resources. These issues will be analyzed in an Environmental Impact Report (EIR). Land use and planning will be discussed in the EIR for informational purposes. Topics noted "TO BE DETERMINED" mean that discussion in the EIR will enable a determination whether or not there would be a significant impact.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following effects of the Golden Gate Park Concourse Authority Projects have been determined to be either insignificant or to be mitigated through measures included in the project: population; utilities and public services; biology; geology and topography; water; hazards; energy and natural resources; and cultural resources (archaeological resources). Those issues are discussed below and require no further environmental analysis in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<u>Not Applicable</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	___	<u>X</u>
*2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	___	<u>X</u>

The project site is within a P (Public Use) zoning district, and within an OS (Open Space) Height and Bulk district. As a continuation of existing activities at this location in Golden Gate Park, the underground parking facility would be compatible with existing land use controls, zoning and would not be anticipated to require amendments to the *San Francisco General Plan* or amendments to zoning. The parking facility would include ventilation features and new vehicle and pedestrian access in the Concourse area. There are no specific height and bulk limits within Open Space Height and Bulk districts. Height and bulk of buildings and structures in Open Space Districts are determined, as part of project approval, in accordance with the objectives, principles and policies and in conformity with the Master Plan (San Francisco Planning Code Section 290). The project would not conflict with the Golden Gate Park Master Plan, which was proposed to implement needed infrastructure and disabled access improvements in Golden Gate Park. The Golden Gate Park Master Plan EIR, certified in July 1998, and adoption of the Master Plan by the Recreation and Park Commission do not preclude responsible planning efforts regarding the future of cultural institutions, such as the de Young Museum and the Academy of Sciences, in Golden Gate Park. Information and analysis contained in the EIR for the Golden Gate Master Plan will be utilized and relied upon in the environmental review of the proposed projects as appropriate. This will ensure consistency between the Master Plan and Concourse Authority Plan. Parking requirements would be met by the proposed parking facility. The EIR will discuss necessary project approvals and will review the project in relation to the Golden Gate Park Master Plan, *San Francisco General Plan* and City Planning Code.

B. ENVIRONMENTAL EFFECTS

1. Land Use

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Disrupt or divide the physical arrangement of an established community?	___	<u>X</u>	<u>X</u>
b. Have any substantial impact upon the existing character of the vicinity?	___	<u>X</u>	<u>X</u>

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

The project site, in and around the Music Concourse, is located within Golden Gate Park. The Music Concourse is surrounded by other open space uses in the park; the Hagiwara Japanese Tea Garden is located northwest of the project site, the de Young Museum is north of the Music Concourse, to the west is the Spreckels Temple of Music (Band Shell) and the Strybing Arboretum, and the California Academy of Sciences is south of the project site. Three pedestrian tunnels dating from the California Midwinter International Exposition in 1894 are located at the northeast, southeast, and southwest edges of the Music Concourse.

While the project would concentrate overall parking activity for the Hagiwara Japanese Tea Garden, the New de Young Museum and the Academy of Sciences in Golden Gate Park within the Concourse area, it is not anticipated to significantly intensify activity on the site beyond that which currently exists for the adjacent institutions. The Project activity would be consistent with existing land uses on the site. The project would not disrupt or divide the physical arrangement of a community. The project would not have a potentially significant effect on land use but will be discussed in the EIR for informational purposes.

2. Visual Quality

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Have a substantial, demonstrable negative aesthetic effect?	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED
c. Generate obtrusive light or glare substantially impacting other properties?	TO BE DETERMINED	<u>X</u>	<u>X</u>

The proposed project would construct an underground parking facility for approximately 800 vehicles in the Music Concourse area in Golden Gate Park. The project would change visual conditions in the Concourse vicinity and other areas of Golden Gate Park, with access tunnels at Tenth Avenue and Fulton Street, and at Music Concourse Drive or Middle Drive East. The parking facility would also include new pedestrian access points in the Music Concourse bowl.

The parking facility would maintain the Concourse bowl and would not result in changes to the topography of the Concourse area. The project would also introduce a new structure to serve as an entry to the bus parking and transit center at the east end of the Music Concourse (see Figures 7 and 8). The new structure would be visible from the Concourse area, the institutions, and possibly from select views from nearby locations within Golden Gate Park. The EIR will discuss views of these new elements in the park.

As noted in the Project Description, above, vehicle parking, drive aisles, pedestrian walkways and vehicular tunnels would be illuminated as part of the proposed parking facility. All drive aisles and parking spaces would be illuminated with one fixture per bay. The proposed parking facility would include illumination of all pedestrian tunnels. The proposed garage project

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

would generally replace the existing street lighting poles to meet the Park Lighting specifications identified in the Golden Gate Park Master Plan. The exact location, size, and specific lighting fixtures will be further discussed in the EIR.

The project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, mirrored glass would not be used, and the underground garage would not result in glare affecting other properties. The EIR will, therefore, not discuss glare. The EIR will discuss the project's design, appearance, changes in landscaping, possible effects on views and its relation to the scale of surrounding development.

3. Population

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Induce substantial growth or concentration of population?	<u> </u>	<u> X </u>	<u> X </u>
*b. Displace a large number of people (involving either housing or employment)?	<u> </u>	<u> X </u>	<u> X </u>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	<u> </u>	<u> X </u>	<u> X </u>

The proposed project would not be expected to add a significant number of employees to San Francisco's economy. Currently, there are no parking attendants or other parking services staff employed for parking areas in the Music Concourse. It is anticipated that some additional staff for uses in the park would be required; however, any increase in staff for new park operations as part of the Proposition J projects in Golden Gate Park is to be relatively small and would not significantly increase park staff. This potential increase in employment would be minor in the context of total employment in San Francisco.

The underground parking facility would accommodate visitors to Golden Gate Park and the institutions in the Concourse. The EIR will discuss visitorship projections and include those data in the analysis of project transportation and parking effects.

The project would not construct housing nor displace existing housing. The proposed project would not create a substantial demand for new housing. The effect of increased numbers of visitors on transportation and related effects will be discussed in the EIR.

Based on the above analysis, no significant physical environmental effects on housing demand or population would occur, and these issues require no further analysis in the EIR.

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

4. Transportation

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	TO BE DETERMINED — — —		
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	TO BE DETERMINED — — —		
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	TO BE DETERMINED — — —		
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	TO BE DETERMINED — — —		

The proposed underground parking facility could place increased demands on the local transportation system, including increased traffic, transit demand, and parking demand due to the relocation of existing parking within Golden Gate Park. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, and freight loading, as well as construction impacts.

5. Noise

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Increase substantially the ambient noise levels for adjoining areas?	TO BE DETERMINED — — —		
b. Violate Title 24 Noise Insulation Standards, if applicable?	—	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	—	<u>X</u>	<u>X</u>

The New de Young Museum, the California Academy of Sciences, the Hagiwara Japanese Tea Garden, and the Shakespeare Garden are identified in the Golden Gate Master Plan as sensitive noise receptors within Golden Gate Park. These outside areas that have been designated for ceremonies and meditation and museums and educational facilities may be affected by construction noise resulting from the project as demolition, excavation, and building construction would temporarily increase noise in the project area. The proposed project is anticipated to require pile driving during construction, which would generate noise and possibly vibrations that could be considered an annoyance by occupants and park users in these nearby areas. Noise levels at receptors near the project site would depend on their distance from the

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

source and on the presence or absence of noise barriers. Vibrations from the construction activities could be felt in adjacent buildings, which include museum, educational, and outdoor park uses. To mitigate any impacts associated with noise generated from construction activities, the project would comply with regulations set forth in the San Francisco Noise Ordinance.

Construction, including demolition, foundation, structure, and interior work, would be expected to last about 24 months. Although construction noise could annoy nearby workers and visitors to Golden Gate Park and its facilities, particularly those adjacent to the project site, the impacts would be temporary and would generally be limited to a period of several months during which the foundations and structural elements would be built. Interior construction noise would be substantially reduced by the exterior walls. The proposed parking facility would require drilling and placement of foundation piles. Implementation of the mitigation measure included as part of the project, as identified on p. 34, would ensure that pile driving activities during construction would be limited so as to result in the least disturbance to neighboring uses. The EIR will discuss potential neighborhood noise impacts during construction.

Construction activities at the Music Concourse area related to the New de Young Museum and the Academy of Sciences would also create noise effects. The EIR will consider cumulative noise effects of the Concourse projects, to the extent that information is available.

The EIR will evaluate potential noise effects during construction and garage operations to the user environment of Golden Gate Park.

6. Air Quality / Climate

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	TO BE DETERMINED — — —		
*b. Expose sensitive receptors to substantial pollutant concentrations?	TO BE DETERMINED — — —		
c. Permeate its vicinity with objectionable odors?	—	<u>X</u>	<u>X</u>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	TO BE DETERMINED — — —		

Construction Emissions

During construction, air quality could potentially be affected for a short period. Heavy equipment could create fugitive dust and emit nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), hydrocarbons (HC), and particulate matter with a diameter of less than 10

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

microns (PM₁₀) as a result of diesel fuel combustion. The primary pollutant of concern in fugitive dust would be PM₁₀.

Construction emissions would be short term and temporary, but could still cause adverse effects on local air quality. Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. Instead, BAAQMD has identified a set of feasible PM₁₀ control measures for construction activities. The project includes these measures (see pp. 34-35) to reduce the effects of construction activities to an insignificant level. Because the project would include these mitigation measures, it would not cause significant construction-related air quality effects. The EIR will briefly discuss these effects for informational purposes.

Emissions from Operations

The extent of foreseeable traffic increases has not been determined. The project could potentially result in air quality impacts if traffic volumes increase substantially. The EIR will calculate emissions and compare them to applicable significance thresholds published by the Bay Area Air Quality Management District. Carbon monoxide emissions and the possibility of exceeding carbon monoxide standards at congested intersections and nearby sensitive receptors could be of particular concern.

Shadows

Section 295 of the City Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. The proposed entry structure to the transit center, to be constructed at the east end of the Music Concourse, would not exceed a height of 40 feet; other portions of the proposed parking facility would be below grade and would not have the potential to create new shadow on the Concourse area. Therefore, a shadow study will not be required nor will shadow effects be discussed in the EIR.

Wind

The proposed project would maintain the approximate overall height of the existing landscape, paved areas, and structures on the site, with the exception of the proposed 14- to 16-foot-tall glass canopy over the transit center entrance, and would not create the potential to channel wind or create discomfort for pedestrians and people in nearby seating areas. The project site is largely sheltered from prevailing winds by the existing dense forest upwind.¹ Therefore, wind conditions impacts would not be considered significant, and the EIR will not discuss them further.

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

7. Utilities / Public Services

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Breach published national, state or local standards relating to solid waste or litter control?	___	<u>X</u>	<u>X</u>
b. Extend a sewer trunk line with capacity to serve new development?	___	<u>X</u>	<u>X</u>
c. Substantially increase demand for schools, recreation or other public facilities?	___	<u>X</u>	<u>X</u>
d. Require major expansion of power, water, or communications facilities?	___	<u>X</u>	<u>X</u>

The project would replace existing park uses with similar uses, albeit generating somewhat more increased transportation and pedestrian activity at the site. The project would not substantially increase existing solid waste, water demand, or wastewater at the project site. Therefore, the EIR will not discuss these issues further.

As a parking facility for existing cultural and recreational uses in Golden Gate Park, the project would not directly change the demand for schools, recreation or other public facilities.

Golden Gate Park presently receives police and fire protection services, and the project would create little additional demand for fire and police services in the area. Although the project could increase the number of calls received from the Music Concourse area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on-site, the increase in responsibilities would not likely be substantial in light of the existing demand for police and fire protection services in Golden Gate Park. Time-limited parking in the garage would result in the need for two new Department of Parking and Traffic patrols; however, the increase in demand would not require the construction of any new police or fire prevention facilities. For these reasons, the EIR will not discuss further police or fire protection services.

The project site is proximate to existing power utilities and communication facilities. The new parking structure would tap into the existing power and communications grids. Primary voltage supply (12KV) from Pacific Gas& Electric (PG&E) point-of-service at Fulton Street and Eighth Avenue and from Fulton Street and Tenth Avenue would supply electricity to the parking structures and to the transit center. This supply would intercept and re-route one existing supply to the de Young Museum from Fulton Street and Tenth Avenue. The project may require a future extension to a new location near the California Academy of Sciences building to include the interception and re-routing of the existing power supply to the California Academy of Sciences from Fulton Street and Eighth Avenue. The power needs of the proposed parking facility would be coordinated with PG&E, as described in the Park's Electrical Master Plan, to manage ongoing upgrades to the parks electrical system under the 1992 Golden Gate Park Bond infrastructure work and minimize construction disruptions in the park. Therefore,

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

no new power or communications facilities would be necessary as a result of project implementation, and the EIR will not discuss this issue further.

8. Biology

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	___	<u>X</u>	<u>X</u>
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	<u>X</u>	<u>X</u>
c. Require removal of substantial numbers of mature, scenic trees?	___	<u>X</u>	<u>X</u>

The proposed project site is within Golden Gate Park, an area where intensive landscaping and landscaping maintenance activities have occurred since 1871. As such, the overall suitability for wildlife habitat and native and naturalized plant species has decreased since the late 1800s.² The project site is not identified in the Golden Gate Park Master Plan as a known area of wildlife species habitation or native and/or naturalized plant species and development of the site would not affect any rare, threatened or endangered plants, animals or habitats.³ The project would not interfere with any resident or migratory species. Therefore, this topic will not be discussed in the EIR.

The Concourse Authority has retained a consultant arborist to prepare a tree survey report for review of tree species, location, and condition. This information will be used to plan landscape features for the Concourse Authority projects. Proposed landscaping, as part of the project and the Golden Gate Park Master Plan, and potential effects to existing trees in the project vicinity will be discussed in the EIR, as part of Visual Quality.

9. Geology / Topology

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	___	<u>X</u>	<u>X</u>
b. Change substantially the topography or any unique geologic or physical features of the site?	___	<u>X</u>	<u>X</u>

The Community Safety Element of the *San Francisco General Plan* contains maps that show areas subject to geologic hazards. The project site is located in an area subject to ground shaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element). The

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

project site is not in an area of liquefaction potential (Map 4 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Division of Mines and Geology.

The Department of Building Inspection, in its review of the building permit application, requires the project sponsor to prepare a geotechnical report that assesses the nature and severity of the hazards at the site and recommends project design and construction features to reduce the hazards. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when the Department of Building Inspection reviews the geotechnical report and building plans for a proposed project, it determines necessary engineering and design features for the project to reduce potential damage to structures from ground shaking. The project includes a mitigation measure (see p. 35) to facilitate Building Code compliance and reduce potential geological hazards. In this way, potential damage to structures from geologic hazards at a project site would be ameliorated through the Department of Building Inspection requirement for a geotechnical report and review of the building permit application. A geotechnical report was prepared for the Golden Gate Park parking facility by Treadwell & Rollo, Inc. Environmental and Geotechnical Consultants as part of preliminary design investigations in May 1999.

The project would include excavation on the site for construction parking facilities, tunnel access, and a transit center below grade in the Concourse area. Excavation would displace approximately 242,000 cubic yards (cy) of soil and would replace about 38,000 cy of soil atop the parking structure and tunnels to reestablish the existing park topography in the Concourse area after their construction. When complete, the project would not significantly alter the topography of the site, or otherwise affect any unique geologic or physical features of the site.

No further analysis of geology and seismicity is required in the EIR.

10. Water

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Substantially degrade water quality, or contaminate a public water supply?	<u> </u>	<u> X </u>	<u> X </u>
*b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	<u> </u>	<u> X </u>	<u> X </u>
*c. Cause substantial flooding, erosion or siltation?	<u> </u>	<u> X </u>	<u> X </u>

The project would include excavation to a maximum depth of about 35 feet beneath the existing grade at Tea Garden and Academy Drives. As noted below, groundwater is not expected to be encountered at this depth. However, should groundwater be encountered during construction, it would be subject to the requirements of the San Francisco Industrial Waste Ordinance (Ordinance No. 199-77), requiring that groundwater meet specified standards before being discharged into the sewer system. The Bureau of Environmental Regulation and

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

Management of the Department of Public Works would be notified if the project were to require dewatering.

Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater monitoring wells and/or instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor. The project would include mitigation measures to reduce the potential water quality effects of dewatering (see pp. 35-36).

The project site is almost entirely paved or covered by landscaping. The proposed parking facility, entry tunnel from Tenth Avenue, and transit center would have a footprint of approximately 250,000 sq. ft. below the grade of existing paved surfaces including Tea Garden and Academy Drives. The footprint of the connector tunnel, completing the through street to Middle Drive East from the southern portion of the garage, would be approximately 40,000 sq. ft. Storm drainage for the underground structures would be minimal. The roofs of the underground structures would be sloped to facilitate the rainwater to percolate through the soils. Light wells, stairwells, and air shafts would be provided with sump pumps to remove rainwater. The tunnel entrances would include trench drains and sump pumps at the ramps. Sub-terrain drainage is anticipated to relieve any potential hydrostatic pressure of the vertical foundation walls. Duplex sump pumps would be provided at locations designated by a structural engineer and/or architect. Perforated pipes would be provided along the entire perimeter of the underground structures. The perforated pipes would be connected to the sump pump inlets and would be discharged to overhead gravity storm drainage system on site. Pipe size would be anticipated to be four-inch maximum.

The parking facility would be provided with dry sumps on the lower levels. The sumps would have watertight covers to comply with the building code to handle any accidental firewater or spills. Submersible portable pumps would be placed in the dry sump to remove any liquid. Floor drains, oil separators, liquid detectors, or sloping floor design would not be required for the parking garages. A duplex sewerage ejector would be used at each toilet facility of the cashier offices. A sump pump system would be provided at the bottom of the elevator shaft to handle emergency spills of hydraulic fluid of elevator machine. The system would have ½ horse-power sump pump, fluid sensor, remote alarm, automatic control, valves, wiring, piping, and 100 gallon fluid container. Three six-inch lateral sewer pipes would be anticipated for each garage section.

The through tunnel and bus parking would be designed as a single drainage system. Due to the anticipated traffic volume, accidental spills from buses, floor drains, underground oil

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

separators, and sewerage ejectors would be provided for this area. The floor should be sloped to facilitate drainage to floor drains. Floor drains would be provided with trap primers. Two six-inch sewer pipes would be anticipated for the bus parking area.

The project would not substantially affect the area of impervious surface at the site or alter site drainage. Project-related wastewater and storm water would flow to the combined sewer system. During construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading. During operations, the project would comply with all local wastewater discharge requirements.

No further analysis of water resources is required in the EIR.

11. Energy / Natural Resources

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	___	<u>X</u>	<u>X</u>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	___	<u>X</u>	<u>X</u>

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the State does not generate sufficient energy to meet its demands and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. The project would meet current State and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. For this reason, it would not cause a wasteful use of energy. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed projects would not result in a significant physical environmental effect and will not be further discussed in the EIR.

12. Hazards

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	<u>X</u>	<u>X</u>

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*b. Interfere with emergency response plans or emergency evacuation plans?	<u> </u>	<u> X </u>	<u> X </u>
c. Create a potentially substantial fire hazard?	<u> </u>	<u> X </u>	<u> X </u>

Hazardous Materials Use

Project-related hazardous materials use would not be anticipated to occur as part of the Concourse Authority projects. As such the proposed projects would not be considered to pose any substantial public health or safety hazards.

Soil and Groundwater

Soil and groundwater conditions at the project site have not been thoroughly investigated; however, the site does not appear on the *State of California Hazardous Waste and Substances Sites List*.⁴ Recent project geotechnical investigation of the groundwater in the area of the Music Concourse and the Band Shell indicates that the groundwater level is deep within the soil layers. The geotechnical investigation did not encounter groundwater in the Concourse area, with test borings extending to a maximum depth of 71 feet near the Band Shell and 52 feet in other areas of the Music Concourse.⁵ As such, excavation and construction of the proposed project, which would not exceed 35 feet, would not have the potential to impact groundwater.

Project plans call for the excavation and removal of roughly 242,000 cy of soil to accommodate the underground portions of the project. If residual soil and groundwater contamination were to exist in areas to be excavated, contaminated soil or groundwater could be encountered during excavation and other earth-moving activities. Without appropriate safeguards, such activities could potentially expose workers and possibly the public to chemical compounds in soils, soil gases (gases or vapors, mostly air, trapped within soil), or groundwater. Exposure would most likely occur through skin contact or inhalation. Workers directly engaged in on-site activities would face the greatest potential for exposure to contaminants. The public could also be exposed if access to the construction site were insufficiently controlled. Hazardous materials exposure could cause various short-term or long-term health effects specific to each chemical present at the site if present in sufficient concentration and duration.

Soil and groundwater contaminants would need to be characterized adequately to ensure that appropriate plans are implemented for soil and groundwater handling. Any contaminated soil or groundwater disturbed at the site would need to be managed appropriately, and residual risks to future occupants of the site would need to be kept within acceptable levels as determined by the San Francisco Department of Public Health and other oversight agencies. Unless soil and groundwater management plans are adequately prepared and implemented, the project could pose a significant impact by potentially creating a substantial human health hazard or involving the disposal of materials in a manner that poses substantial hazards.

The project includes a mitigation measure to further characterize soil and groundwater conditions (pp. 36-37). If additional environmental studies conclude that soil and groundwater conditions could pose significant human health or safety hazards, a Site Safety and Health Plan

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

would need to be prepared pursuant to California Division of Occupational Safety and Health requirements and National Institute for Occupational Safety and Health guidance to ensure worker safety.⁶ Under these requirements, the Site Safety and Health Plan would need to be prepared prior to initiating any earth-moving activities at the site. The plan would contain policies and procedures to protect site workers from potential health and safety impacts related to contaminated soil and groundwater. The plan would apply to all site activities through the completion of earthwork construction. It would include specific training requirements and personal protection equipment for on-site workers. The Site Safety and Health Plan is not required to include measures to minimize the potential for public exposure. A mitigation measure is included to minimize potential public exposure (pp. 36-37).

Building Materials

The proposed project would not demolish existing buildings or structures during construction of the proposed parking facility. As such, the project would not have the potential to encounter asbestos identified in caulking, insulation, grout, mastic, vapor barrier, and flooring, among other materials nor lead or lead-based paints, polychlorinated biphenyls (PCBs), mercury, or other hazardous materials. However, the project includes a mitigation measure to reduce the potential health risks associated with potentially hazardous subsurface building materials that may be uncovered during excavation of the site by securing the investigation, removal, and disposal of such materials prior to demolition (see p. 37). The measure would ensure compliance with existing regulations applicable to the management of any potentially hazardous building components. For example, PCBs are regulated under the federal Toxic Substances Control Act of 1976, and mercury is regulated as a hazardous waste. These existing laws and regulations would help to ensure the health and safety of workers, neighbors, and the natural environment.

Fire Safety and Emergency Access

San Francisco ensures fire safety through provisions of the Building Code and Fire Code. Existing buildings are required to meet standards contained in these codes. The proposed project would also conform to these standards, which may include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be addressed during the permit review process. The project would include pedestrian access points to the Concourse at three locations at the south side and three locations at the north side of the Concourse bowl; an additional pedestrian access point to the Concourse area surface would be located at the east end of the Concourse at the transit center.

The vehicle parking, bus parking area, and tunnels would be protected with an automatic wet fire sprinkler system in accordance with California Building Code, San Francisco Building Code, and NFPA 13 and 14 Standards. The project would meet the requirements of the fire marshal. No dry standpipe would be required by code.

With implementation of the mitigation measures included as part of the project, as identified on pp. 36-37, potential health and safety issues related to future hazardous materials use, contaminated soil and groundwater, potentially hazardous building components, and fire safety

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

and emergency access would be reduced to less-than-significant levels. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

13. Cultural Resources

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	TO BE DETERMINED — — —		
b. Conflict with established recreational, educational, religious or scientific uses of the area?	—	<u>X</u>	<u>X</u>
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	—	<u>X</u>	<u>X</u>

Archaeological/Cultural Resources

Archeo-Tec Consulting Archaeologists completed an archival cultural resources evaluation of the project vicinity for potential subsurface historical or prehistoric archaeological resources and to document the history of the area.⁷ Potential for the existence of subsurface cultural resources of the prehistoric/protohistoric period (c. 4000 B.C. - A.D. 1775), Spanish/Mexican and Early American era (1776-1848), the Gold Rush era (1849-11857), and the Late 19th Century era (1858-1906) were systematically examined.

There are no currently recorded prehistoric or historical archaeological sites identified within the project site. However, the region's natural state, brush-covered sandy hills and low-lying areas with numerous fresh-water ponds, would have been generally favorable to the establishment of prehistoric or protohistoric settlements and it is possible that subsurface cultural resources from the prehistoric/protohistoric period may be encountered within the parking facility project site. There are no currently recorded archaeological sites within the proposed project site. Early prehistoric resources tend to be deeply buried and are not predictable on the basis of historically known topographic features. Early prehistoric sites have been encountered in San Francisco at depths up to 75 feet below the existing grade.

Golden Gate Park is an area where intensive fill and grading activities have occurred since 1871. Previous construction activities associated with the existing structures, such as excavation, grading and other ground disturbances, have occurred at the project site. Archival sources indicate that architectural and other associated cultural remnants associated with the 1894 California Midwinter International Exposition may lie buried within the Music Concourse area.

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

The proposed project would include excavating the project site to a depth of up to about 35 feet to accommodate foundations and parking facilities. The project would include excavation of about 242,000 cy of soil and would replace about 38,000 cy in the Music Concourse after completion of the proposed parking facility. Based upon archival evidence, the proposed project may disrupt or adversely affect prehistoric resources or historical archaeological resources from the prehistoric/protohistoric period and/or the Late 19th Century period. The project includes a mitigation measure (see pp. 37-39) that would reduce the potential impact to cultural resources to a less-than-significant level. Archaeological resources will not be discussed further in the EIR.

Architectural Resources

The proposed project would not demolish any existing structures or buildings in Golden Gate Park. The proposed parking facility project site has been occupied, expanded and modified since 1894 when the Music Concourse was developed for the California Midwinter International Exposition; however, the Music Concourse has been used as a cultural and recreational events locale since that time. The proposed garage facility would not conflict with established uses at the site.

The Music Concourse is encircled by the de Young Museum and the Hagiwara Japanese Tea Garden north and northwest of the Music Concourse, respectively; the Spreckels Temple of Music (Band Shell) at the west end of the Music Concourse; the California Academy of Sciences to the south; and the monument to Francis Scott Key and Park landscape east of the Music Concourse. Three pedestrian tunnels, developed concurrent with the Music Concourse, are near the northeast, southeast and southwest corners of the Music Concourse bowl and extend under the surface roadways (Tea Garden and Academy Drives), connecting from the Concourse bowl to paved pathways outside the Concourse area.

There are no historic districts or properties listed in City, state or federal inventories on the proposed garage facility project site. The de Young Museum and the California Academy of Sciences are not listed on the National Register of Historic Places or the California Register of Historical Resources nor are they subject to the provisions of Article 10 or Article 11 of the City Planning Code. Prominent elements and features of the Music Concourse, such as the monuments; trees; pedestrian tunnels and portals; and the formal, symmetrical pathways within the Concourse bowl are not considered significant individual resources but may contribute to the overall character of the Music Concourse in Golden Gate Park. The Hagiwara Japanese Tea Garden, adjacent to the project site, is listed in the California Register of Historical Resources as a result of a formal determination of eligibility for individual listing on the National Register of Historic Places in 1994. Golden Gate Park, as a whole, and the Spreckels Temple of Music, individually, may be eligible for the National Register of Historic Places.

The project includes plans to reconstruct the existing pedestrian tunnels, their portals, and the Concourse stairways from the bowl to the street level. The garage project would temporarily remove and/or relocate several monuments at the east end of the Concourse during construction activities. Existing trees in the Concourse area would be removed and replaced as part of construction of the access tunnels to Tenth Avenue and Middle Drive East. The proposed

garage facility's location adjacent to the Japanese Tea Garden, which is considered a significant historic resource under CEQA, may result in temporary construction-related impacts. The potential impacts of the project on historic resources will be further discussed in the EIR.

C. OTHER

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
Require approval of permits from City Departments other than the Department of City Planning or Bureau of Building Inspection or from Regional, State or Federal Agencies?	—	<u>X</u>	—

D. MITIGATION MEASURES

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1. Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	—	—	<u>X</u>
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	—	<u>X</u>	—	—

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a chapter describing mitigation measures proposed as part of the project and measures that would be, or could be, adopted to reduce potential adverse project effects identified in the EIR.

Construction Noise

1. The project sponsor would require project construction contractor(s) to predrill holes to the maximum depth feasible on the basis of soil conditions. Contractors would be required to use construction equipment with state-of-the-art noise shielding and muffling devices. If pile driving is required, the project sponsor would also require that contractors limit pile driving activity to result in the least disturbance to neighbors.

Air Quality / Climate

2. The project sponsor would require the contractor(s) to spray the site with water during excavation and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during excavation and construction at least once per day to reduce particulate emissions.
3. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of

particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

Geology / Topography

4. One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and its contractors would follow the recommendations of the final geotechnical reports regarding any excavation and construction for the project. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the adjacent building for damage during construction, if recommended by the geotechnical engineer.
5. If dewatering were necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the soils report would determine whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

6. The project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements are detected.

Water Quality

7. If dewatering were necessary, the project sponsor would follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.

8. The project sponsor would require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

Hazards

9. In addition to local, state, and federal requirements for handling hazardous materials and soil and groundwater containing chemical contaminants, the project sponsor would enter into a voluntary remedial action agreement with the Department of Public Health pursuant to Health and Safety Code Section 101480 *et seq.* At a minimum, the project sponsor would undertake the following work and any additional requirements imposed by the Department of Public Health under the agreement.
 - a. Phase I Environmental Site Assessment would be prepared for the project site. It would list current and past uses of the site, review environmental agency databases and records, report site reconnaissance observations, and summarize potential contamination issues, including any that warrant further investigation. The assessment would be completed by a Registered Environmental Assessor or similarly qualified individual prior to initiating any earth-moving activities at the project site.

If warranted on the basis of the Phase I study, a Phase II Environmental Site Assessment would be prepared for the project site. It would involve the collection and analysis of soil and groundwater samples as directed by the site assessment consultant. Sampling would extend at least to depths proposed for excavation. The project sponsor would conduct a soil and groundwater investigation to assess the potential for possible fuel releases from former underground fuel storage tanks and ancillary piping and dispensers located on site. Soil or groundwater samples, or both, would be collected throughout the project site as directed by the site assessment consultant. Sampling would extend at least to depths proposed for excavation. This assessment would be completed by a Registered Environmental Assessor or similarly qualified individual prior to initiating any earth-moving activities at the project site.

If the Phase I or Phase II assessments result in earth-moving activity that requires preparation of a Site Safety and Health Plan, in addition to measures that protect on-site workers, the plan would include measures to minimize public exposure to contaminated soils. Such measures would include dust control, appropriate site security, restriction of public access, and posting of warning signs, and would apply from the time of surface disruption through the completion of earthwork construction.

- b. Prior to any demolition or excavation at the project site, surveys would be conducted to identify any potentially hazardous materials (other than asbestos and lead) in existing buildings or building materials. At a minimum, these surveys would identify any polychlorinated biphenyls, mercury, or other hazardous materials that would require removal and disposal before demolition. These surveys would be completed by a Registered Environmental Assessor or a similarly qualified individual.
- c. All reports and plans prepared in accordance with this mitigation measure would be provided to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from existing buildings, and soil and groundwater analysis and other activities have been completed, as appropriate, the project sponsor would submit to the San Francisco Planning Department and the San Francisco Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report would describe the steps taken to comply with the mitigation measure and include all verifying documentation. The report would be certified by a Registered Environmental Assessor or a similarly qualified individual who states that all necessary mitigation measures have been implemented.

Cultural Resources

- 10. Given the location and depth of excavation proposed, and the likelihood that archaeological resources may be encountered on the project site, the sponsor will retain the services of an archaeologist. The archaeologist shall conduct a pre-excavation testing program to better determine the probability of finding cultural and historical remains prior to the commencement of construction activities. The testing program would use a series of mechanical, exploratory borings or trenches or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer, with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he or she would consult with the Environmental Review Officer, and they would jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional measures would be implemented by the project sponsor and could include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are findings of significance, would result in a written report to be submitted first and directly to the Environmental Review Officer, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate

one individual on site as its representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources if they are encountered.

If evidence of cultural resources of potential significance were found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer, and the project sponsor would halt any activities that the archaeologist and the Environmental Review Officer jointly determine could damage such cultural resources.

After notifying the Environmental Review Officer, the archaeologist would prepare a written report to be submitted first and directly to the Environmental Review Officer, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measure should be implemented to minimize potential effects on archaeological resources. Based on this report, the Environmental Review Officer would recommend specific additional measures to be implemented by the project sponsor.

If it is determined on the basis of the archaeological testing or monitoring program or by accidental discovery that a significant archaeological resource is present and that the resource would be adversely affected by the proposed project, a data recovery program shall be implemented.

The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The project archaeologist, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The project archaeologist shall prepare a draft ADRP that shall be submitted to the ERO for comment and review. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. The ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes will address the applicable research questions.

Final Archaeological Resources Report. The project archaeologist shall prepare a final report evaluating the historical importance of the archaeological resource and describing the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s). Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.

Copies of the draft final archaeological resources report shall be sent to the ERO for review and approval. Copies of the final archaeological resources report shall be distributed by standard, as follows: California Archaeological Site Survey Northwest Information Center (1 copy) and the President of the Landmarks Preservation Advisory Board (1 copy). The Major Environmental Analysis division of the Department of City Planning shall receive three copies of the final archaeological resources report along

with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of an archaeological resource of high public interest or interpretive value, the ERO may require different content, format, and distribution of the final report than that presented above.

E. ALTERNATIVES

The EIR will discuss a variety of alternatives to the project that would reduce or eliminate any significant environmental effects. At the least, the EIR will including the following:

- No-Project Alternative
- Lesser Development Alternative 1: Car and Bus Parking Garage without a Through Street Connector (parking garage access would occur at Tenth Avenue and at Academy Drive)
- Lesser Development Alternative 2: Car-Only Parking Garage without a Through Street Connector (parking garage access would occur at Tenth Avenue and at Academy Drive)
- Lesser Development Alternative 3: Car-Only Parking Garage Including a Through-Street Connector (parking garage access would occur at Tenth Avenue and at Middle Drive East)

F. MANDATORY FINDINGS OF SIGNIFICANCE

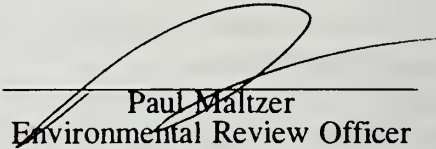
	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history	___	<u>X</u>	___
*2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	<u>X</u>	___
*3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	___	___	___
*4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	___	___

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

G. ON THE BASIS OF THIS INITIAL STUDY

- ___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

May 18, 2002
Date


Paul Maltzer
Environmental Review Officer
for
Gerald G. Green
Director of Planning

Notes:

1. Donald Ballanti, Certified Consulting Meteorologist, *Wind Impact Evaluation of the Proposed New de Young Museum Project, San Francisco*, letter to EIP Associates, December 8, 1999.
2. Golden Gate Park Draft Master Plan Final Environmental Impact Report, Case No. 95.243E, State Clearinghouse No. 95093011, July 9, 1998, pp. 146-147.
3. The Golden Gate Park Draft Master Plan Final Environmental Impact Report, Case No. 95.243E, State Clearinghouse No. 95093011, July 9, 1998, includes a figure to identify sensitive biological resources or other biological resources of local interest. This figure, identified as Figure 28 on p. 152 of the Final EIR, does not identify such resources on, or in close proximity to, the project site.
4. California Department of Toxic Substances Control, *State of California Hazardous Waste and Substances Sites List*, April 1998, pp. 240-245.
5. Treadwell & Rollo, Inc., *Geotechnical Investigation, Golden Gate Park Garage, San Francisco, California*, May 28, 1999, p. 4.
6. California Code of Regulations, Title 8, Section 5192, "Hazardous Waste Operations and Emergency Response."

National Institute for Occupational Safety and Health, U.S. Occupational Safety and Health Administration, U.S. Coast Guard, and U.S. Environmental Protection Agency, *Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities*, U.S. Department of Health and Human Services Publication No. 85-115, October 1985.
7. Archeo-Tec, *Archival Cultural Resources Evaluation of the Proposed Golden Gate Park Music Concourse Garage Project, City and County of San Francisco, California*, March 2002

